



METROPOLITAN
TRANSPORTATION
COMMISSION

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2010 LEGISLATIVE PROGRAM

S T A T E		
Issue	Goal	Strategy
1. State Budget Reform	Reform relationship between state and local government, and provide for timely adoption of state budgets	Support efforts by California Forward, the Bay Area Council and other groups to advance fundamental reform of state government. Such reforms should include an effective and efficient state budget process, an emphasis on restoring majority rule, a clear delineation between state and local government funding and freeing up local government to raise the funding it so chooses to meet local priorities. Such changes will allow the Legislature to return to the business of governing, rather than spending each year in “budget crisis” mode, and reduce pressure to divert transportation funds to the General Fund.
2. Protect existing sources of transportation funding	Prohibit General Fund diversions of public transit, Proposition 42 and local gasoline tax revenue	<p>While we prefer fundamental change, given the status quo, we also support efforts to place on the November 2010 statewide ballot the “Local Taxpayer, Public Safety, and Transportation Protection Act,” a statewide initiative sponsored by the California Transit Association, the California League of Cities, and the California Alliance for Jobs to provide constitutional protection against state diversion of funds from the Public Transportation Account, Proposition 42, local gasoline tax subventions for local streets and roads, redevelopment funds and local property taxes.</p> <p>No doubt the initiative exacerbates the “ballot box budgeting” that is partly responsible for the state’s budget crisis, but this is simply the basic state of play in California, and until real reform can be accomplished, we need this type of protection for local and transportation funds that California voters have already – <i>repeatedly</i> – reserved for transportation or local government purposes.</p>

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3. Augment transportation funding sources	A. Impose a new statewide fee on gasoline	We will continue to urge Sacramento lawmakers to raise new user-fee based revenue sources to bring the state's transportation system into a state of good repair. Specifically, we will urge adoption of a gasoline user fee (subject to a simple majority vote in the legislature) to fund state highway and local street and road repairs.
	B. Lower the 2/3 super majority vote for local transportation taxes	Absent more substantial reform, we will support legislation to expand the opportunity for local self-help by giving local and regional transportation agencies statewide greater flexibility to raise funds for transportation. Help advance ACA 9 (Huffman), which allows a city, county or special district to impose a special tax with 55 percent approval. While Santa Clara County managed to eek out victory with 66.68 percent support for its 1/8 percent sales tax measure for BART to San Jose, the two-thirds vote threshold remains a tough hurdle to climb for our regional gas tax authorization and for the two Bay Area counties without transportation sales tax measures – Solano and Napa.
4. Bay Area Express Lane Network	Authorize the Bay Area Toll Authority to develop a regional express lane network	Advance Assembly Bill 744 (Torrico) to authorize the Bay Area Toll Authority (BATA) to develop a regional express lane network. Work to secure passage in cooperation with our local partners, including the Bay Area Council, the Silicon Valley Leadership Group Congestion Management Agencies, transit districts, environmental groups and others. The bill provides a framework for a regional management structure while also providing for a corridor-based decision-making process with regard to project phasing, investment of net revenues and operations policies. Seek amendments to provide greater support for the bill from the environmental community and strengthen the network's financing.
5. State Transit Assistance Funding	Maximize STA funding in FY 2009-10 and FY 2010-11	The California Transit Association's successful lawsuit lays the groundwork for State Transit Assistance (STA) funding to be restored, but the Legislature must adopt new legislation before these funds can once again flow to transit operators. MTC will work closely with Bay Area transit operators and CTA to assure the earliest possible resumption of STA funding at the maximum possible funding level in FY 2009-10 (to the extent that the Legislature makes mid-year adjustments to the current budget) and FY 2010-11. We will also support efforts to re-pay STA funds previously and illegally diverted to the General Fund.

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6. SB 375 Implementation	Support legislation to provide new funding to assist in the planning work required by SB 375 and to support sustainable land use and transportation	<p>Work with our partner agencies, such as the Association of Bay Area Governments and the California Association of Councils of Government to develop new revenue sources at the regional and local level to support the additional planning required by SB 375. This could be accomplished through the re-introduction of SB 406 (DeSaulnier) with added language to require local majority voter approval of new vehicle license fees to support SB 375 implementation.</p> <p>Support legislation to advance SB 375's overarching goal of reducing greenhouse gas emissions from the transportation sector through measures such as: (1) promoting transit-oriented and infill development (2) increasing the marginal cost of driving through congestion pricing and parking policy reforms and (3) improving public transit, ridesharing and non-motorized transportation options.</p>
7. Toll Bridge Operational Improvements	Improve enforcement of FasTrak [®] lanes	In partnership with toll operators statewide and the California Highway Patrol, MTC will sponsor legislation to require the issuance of permanent vehicle license plates (rather than temporary paper plates) for all new vehicles sold in California. Over the last 12 months, an estimated 665,261 vehicles without license plates crossed Bay Area toll bridges without paying a toll. These violations cost BATA almost \$2.8 million in tolls, and an additional \$17.5 million in unenforceable toll violation penalties.
8. Transit-Oriented Development — Accessibility	Expand availability of transit-oriented development housing units accessible and habitable for persons with disabilities	At the request of our Elderly and Disabled Advisory Committee, MTC will sponsor legislation to remove the current townhome exemption for accessibility by persons with disabilities for townhomes located within ½ mile of transit stations or hubs. In pursuing this legislation, MTC will seek to partner with organizations with expertise in this area, including nonprofit housing developers, the California Commission on Aging and the California Foundation for Independent Living Centers.

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<p>9. Carpool Lane Access for non-carpool vehicles</p>	<p>Limit access to carpool lanes for non-carpool vehicles to toll-paying vehicles only</p>	<p>In 2009, there were a number of bills introduced to grant access to carpool lanes for various types of individuals or vehicles, including doctors responding to medical emergencies [AB 497 (Block)] and veterans [AB 670 (Berryhill)] as well AB 1500 (Lieu) and SB 535 (Yee) which extended the authority for low-emission and hybrid vehicles respectively. California's current electric vehicle and hybrid vehicle clean-air sticker program, which allows certain alternative fuel and low-emission hybrid vehicles access to the state's carpool lanes without regard to vehicle occupancy, is set to expire in 2011. With the exception of toll paying vehicles under a regional express lane program as proposed by AB 744 (Torrico), MTC will oppose bills to grant access to carpool lanes by non-carpool vehicles.</p>
<p>10. Motorist Aid Programs</p>	<p>Authorize regional agencies operating as service authorities to increase the SAFE vehicle registration fee by \$1 to fund freeway service patrol and other motorist aid programs</p>	<p>Support legislation to authorize a regional agency operating as a "service authority" to impose a vehicle registration fee of up to two-dollars (\$2) per year on vehicles registered in each of its county jurisdictions (an increase of \$1 over existing fees). Expands the definition of a motorist aid program to include safety improvements, intelligent transportation systems, and traveler information programs, in addition to freeway service patrol and the call-box program. Authorize the Metropolitan Transportation Commission to place call boxes in state and federal parks in the Bay Area to aid motorists in areas without cell phone reception.</p>

MTC's 2010 Legislative Program

F E D E R A L		
Issue	Goal	Strategy
1. New Beginning for the Federal Surface Transportation Act	Establish a well funded and simplified national transportation policy that focuses on fundamental national interests	MTC will work in partnership with the California Department of Transportation, the California Association of Councils of Government and other metropolitan planning organizations statewide, as well as Bay Area transportation agencies to pursue a bold new direction at the federal level. We will advocate for a simplified federal program with clearer national goals focused on a state of good repair, on metropolitan mobility, on freight/goods movement and charts a new direction with respect to sustainability and livability. We will seek much higher levels of funding across the board.
2. Economic Recovery	Advocate for an additional economic recovery package	With dismal unemployment numbers recently announced at the national level, Congress has returned to the topic of enacting legislation to help bring about further economic recovery in recent weeks. If transportation investments are incorporated in this effort, we will advocate that such funding lay the groundwork for future reform in a subsequent transportation bill.
3. Climate Change	Reduce greenhouse gas emissions from the transportation sector	Monitor S. 1733 (Kerry/Boxer) and H.R. 2454 (Waxman/Markey) to ensure that any bill emerging from Congress to address climate change assist the region in achieving our greenhouse gas reduction goals, as well as our mobility goals. Advocate that transportation planning and infrastructure, including, but not limited to public transit, bicycle and pedestrian improvements, receive its fair share of revenue from a cap-and-trade system, while also emphasizing that such revenue must be supplemental to, and not a substitute for, a robust federal surface transportation program.
4. FY 2010-2011 Appropriations	Maximize the region's share of New Starts funds	MTC will continue its advocacy efforts to implement the Regional Transit Expansion Program, Resolution 3434, by advocating for federal New Starts funds for San Francisco Muni's Third Street Light Rail/Central Subway project and Santa Clara Valley Transportation Authority's Silicon Valley Rapid Transit Corridor Project.

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